

REMARKS/ARGUMENTS

The O.A. rejected claims 1 through 13 on Mitchell, Ward, and Colella. Claim 1 through 13 have been rewritten as new claims 14 through 28 to more particularly define the invention in a patentable manner over the cited prior arts, and any combination thereof. Applicant requests reconsideration of this rejection, as now applicable to claims 14 through 28 for the following reasons:

Independent Claim 14

(1) Entertainment and security mode implementing system

Claim 14 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 14 recites the entertainment and security mode implementing system. Here, the entertainment and security mode implementing system is the system which implements the entertainment mode and the security mode. When the external entertainment and security wireless signal communicating system receives the off-board wireless security controlling signal while the security mode is implemented, the onboard control command nullifying mode and the off-board wireless security controlling mode are implemented. Mitchell, Ward, and Colella, or any combination thereof, do not show the entertainment and security mode implementing system which implements the entertainment mode and the security mode, wherein when the external entertainment and security wireless signal communicating system receives the off-board wireless security controlling signal while the security

mode is implemented, the onboard control command nullifying mode and the off-board wireless security controlling mode are implemented under the control of the entertainment and security mode implementing system. The foregoing prior arts teach only a portion of the functionality of the entertainment and security mode implementing system.

(2) External entertainment and security wireless signal communicating system

Claim 14 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 14 recites the external entertainment and security wireless signal communicating system. Here, the external entertainment and security wireless signal communicating system is not only capable to transfer wireless signals received via the internal wireless communicating system in order to enable device located in the transportation system to access network located outside of the transportation system, but also capable to receive the off-board wireless security controlling signal which triggers the onboard control command nullifying mode and the off-board wireless security controlling mode. Mitchell, Ward, and Colella, or any combination thereof, do not show the external entertainment and security wireless signal communicating system. The foregoing prior arts teach only a portion of the capability of the external entertainment and security wireless signal communicating system.

(3) Onboard control command nullifying mode

Claim 14 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 14 recites the onboard control command nullifying mode. Here, the onboard control command nullifying mode nullifies the onboard control command indicating to control the transportation system. Mitchell, Ward, and Colella, or any combination thereof, do not show the onboard control command nullifying mode since the foregoing prior arts lack to teach the entertainment and security mode implementing system. The onboard control command nullifying mode is completely foreign to the foregoing prior arts.

(4) Off-board wireless security controlling mode

Claim 14 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 14 recites the off-board wireless security controlling mode. The transportation system is controlled by the off-board wireless security controlling signal when the off-board wireless security controlling mode is implemented. Mitchell, Ward, and Colella, or any combination thereof, do not show the off-board wireless security controlling mode since the foregoing prior arts lack to teach the entertainment and security mode implementing system. The off-board wireless security controlling mode is completely foreign to the foregoing prior arts.

(5) Satisfying § 103 Requirements

Mitchell, Ward, and Colella, or any combination thereof, teach the transportation

system which implements only the entertaining system, whereas the present invention introduces the transportation system which implements entertainment and security mode implementing system. The transportation system described in the present invention provides security to the passenger(s) thereof in addition to entertainment by the entertainment and security mode implementing system. Since the 9.11 incident occurred in the year 2001, the passenger(s) can not avoid feeling insecure because the same incident may occur at any time again, and therefore, the passenger(s) are not in the emotional environment to enjoy the entertaining system unless the safety of the transportation system is secured. By implementing the present invention, the passenger(s) are capable to fully enjoy the entertaining system since the safety of the transportation system is secured by the onboard control command nullifying mode and the off-board wireless security controlling mode implemented by the entertainment and security mode implementing system in case the transportation system is taken over by terrorists. Here, the onboard control command nullifying mode nullifies the onboard control command indicating to control the transportation system, and the transportation system is controlled by the off-board wireless security controlling signal when the off-board wireless security controlling mode is implemented. Since the passenger(s) are capable to fully enjoy the entertaining system by having their safety being secured by the entertainment and security mode implementing system, the transportation system implementing the present invention is more attractive to travelers, and therefore the owner of the transportation system may successfully increase business profit by having more travelers to utilize the transportation system. The foregoing advantage is new

and unexpected result over Mitchell, Ward, and Colella, or any combination thereof, and therefore, claim 14 is unobvious and patentable under § 103.

Moreover, Mitchell, Ward, and Colella, or any combination thereof, do not provide any motivation or suggestion of the combination of the entertainment mode and the security mode, wherein when the external entertainment and security wireless signal communicating system receives the off-board wireless security controlling signal while the security mode is implemented, the onboard control command nullifying mode and the off-board wireless security controlling mode are implemented. Therefore claim 14 is unobvious and patentable under § 103.

Independent Claim 15

(1) Satellite entertainment and security mode implementing system

Claim 15 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 15 recites the satellite entertainment and security mode implementing system. Here, the satellite entertainment and security mode implementing system is the system which implements the satellite entertainment mode and the satellite security mode. When the satellite external entertainment and security wireless signal communicating system receives the satellite off-board wireless security controlling signal from satellite while the satellite security mode is implemented,

the onboard control command nullifying mode and the satellite off-board wireless security controlling mode are implemented. Mitchell, Ward, and Colella, or any combination thereof, do not show the satellite entertainment and security mode implementing system which implements the satellite entertainment mode and the satellite security mode, wherein when the satellite external entertainment and security wireless signal communicating system receives the satellite off-board wireless security controlling signal from satellite while the satellite security mode is implemented, the onboard control command nullifying mode and the satellite off-board wireless security controlling mode are implemented under the control of the satellite entertainment and security mode implementing system. The foregoing prior arts teach only a portion of the functionality of the satellite entertainment and security mode implementing system.

(2) Satellite external entertainment and security wireless signal communicating system

Claim 15 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 15 recites the satellite external entertainment and security wireless signal communicating system. Here, the satellite external entertainment and security wireless signal communicating system is not only capable to transfer wireless signals received via the internal wireless communicating system to satellite in order to enable device located in the transportation system to access network located outside of the transportation system, but also capable to receive the satellite off-board wireless security controlling signal from satellite which triggers the onboard control command

nullifying mode and the satellite off-board wireless security controlling mode. Mitchell, Ward, and Colella, or any combination thereof, do not show the satellite external entertainment and security wireless signal communicating system. The foregoing prior arts teach only a portion of the capability of the satellite external entertainment and security wireless signal communicating system.

(3) Onboard control command nullifying mode

Claim 15 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 15 recites the onboard control command nullifying mode. Here, the onboard control command nullifying mode nullifies the onboard control command indicating to control the transportation system. Mitchell, Ward, and Colella, or any combination thereof, do not show the onboard control command nullifying mode since the foregoing prior arts lack to teach the satellite entertainment and security mode implementing system. The onboard control command nullifying mode is completely foreign to the foregoing prior arts.

(4) Satellite off-board wireless security controlling mode

Claim 15 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 15 recites the satellite off-board wireless security controlling mode. The transportation system is controlled by the satellite off-board wireless security controlling signal received from satellite when the satellite off-board wireless security controlling mode is implemented. Mitchell, Ward, and Colella, or any combination thereof, do not show the satellite

off-board wireless security controlling mode since the foregoing prior arts lack to teach the satellite entertainment and security mode implementing system. The satellite off-board wireless security controlling mode is completely foreign to the foregoing prior arts.

(5) Satisfying § 103 Requirements

Mitchell, Ward, and Colella, or any combination thereof, teach the transportation system which implements only the entertaining system, whereas the present invention introduces the transportation system which implements satellite entertainment and security mode implementing system. The transportation system described in the present invention provides security to the passenger(s) thereof in addition to entertainment by the satellite entertainment and security mode implementing system. Since the 9.11 incident occurred in the year 2001, the passenger(s) can not avoid feeling insecure because the same incident may occur at any time again, and therefore, the passenger(s) are not in the emotional environment to enjoy the entertaining system unless the safety of the transportation system is secured. By implementing the present invention, the passenger(s) are capable to fully enjoy the entertaining system since the safety of the transportation system is secured by the onboard control command nullifying mode and the satellite off-board wireless security controlling mode implemented by the satellite entertainment and security mode implementing system in case the transportation system is taken over by terrorists. Here, the onboard control command nullifying mode nullifies the onboard control command indicating to control the transportation system, and the transportation

system is controlled by the satellite off-board wireless security controlling signal received from satellite when the satellite off-board wireless security controlling mode is implemented. Since the passenger(s) are capable to fully enjoy the entertaining system by having their safety being secured by the satellite entertainment and security mode implementing system, the transportation system implementing the present invention is more attractive to travelers, and therefore the owner of the transportation system may successfully increase business profit by having more travelers to utilize the transportation system. The foregoing advantage is new and unexpected result over Mitchell, Ward, and Colella, or any combination thereof, and therefore, claim 15 is unobvious and patentable under § 103.

Moreover, Mitchell, Ward, and Colella, or any combination thereof, do not provide any motivation or suggestion of the combination of the satellite entertainment mode and the satellite security mode, wherein when the satellite external entertainment and security wireless signal communicating system receives the satellite off-board wireless security controlling signal from satellite while the satellite security mode is implemented, the onboard control command nullifying mode and the satellite off-board wireless security controlling mode are implemented. Therefore claim 15 is unobvious and patentable under § 103.

In addition, since the transportation system is controlled by the satellite off-board wireless security controlling signal received from satellite, the transportation system is capable to be remotely controlled even though the transportation

system is far off the land and not capable to communicate with ground base stations. The transportation system being capable to be remotely controlled by the satellite off-board wireless security controlling signal received from satellite indicates the enhanced security of the transportation system, and the more the security is enhanced, the more travelers are motivated to utilize the transportation system with the entertaining system installed therein, which leads to much more increased business profit to the owner of the transportation system. The foregoing advantage cannot be provided by Mitchell, Ward, and Colella, or any combination thereof, and therefore, claim 15 is unobvious and patentable under § 103.

(6) Misc.

For the avoidance of doubt, the present claim does not exclude the transportation system being remotely controlled by signal received from device other than satellite (e.g., ground station).

Independent Claim 16

(1) Satellite entertainment and security mode implementing system

Claim 16 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 16 recites the satellite entertainment and security mode implementing system. Here, the satellite entertainment and security mode implementing system is the system which implements the satellite entertainment mode and the satellite security mode.

When the satellite external entertainment and security wireless signal communicating system receives the satellite off-board wireless security controlling signal from satellite while the satellite security mode is implemented, the onboard control command nullifying mode and the new destination identifying mode are implemented. Mitchell, Ward, and Colella, or any combination thereof, do not show the satellite entertainment and security mode implementing system which implements the satellite entertainment mode and the satellite security mode, wherein when the satellite external entertainment and security wireless signal communicating system receives the satellite off-board wireless security controlling signal from satellite while the satellite security mode is implemented, the onboard control command nullifying mode and the new destination identifying mode are implemented under the control of the satellite entertainment and security mode implementing system. The foregoing prior arts teach only a portion of the functionality of the satellite entertainment and security mode implementing system.

(2) Satellite external entertainment and security wireless signal communicating system

Claim 16 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 16 recites the satellite external entertainment and security wireless signal communicating system. Here, the satellite external entertainment and security wireless signal communicating system is not only capable to transfer wireless signals received via the internal wireless communicating system to satellite in order to enable device located in

the transportation system to access network located outside of the transportation system, but also capable to receive the satellite off-board wireless security controlling signal from satellite which triggers the onboard control command nullifying mode and the new destination identifying mode. Mitchell, Ward, and Colella, or any combination thereof, do not show the satellite external entertainment and security wireless signal communicating system. The foregoing prior arts teach only a portion of the capability of the satellite external entertainment and security wireless signal communicating system.

(3) Onboard control command nullifying mode

Claim 16 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 16 recites the onboard control command nullifying mode. Here, the onboard control command nullifying mode nullifies the onboard control command indicating to control the transportation system. Mitchell, Ward, and Colella, or any combination thereof, do not show the onboard control command nullifying mode since the foregoing prior arts lack to teach the satellite entertainment and security mode implementing system. The onboard control command nullifying mode is completely foreign to the foregoing prior arts.

(4) New destination identifying mode

Claim 16 clearly distinguishes applicant's invention from Mitchell, Ward, and Colella, or any combination thereof, since claim 16 recites the new destination identifying mode. New destination is automatically identified and the

transportation system proceeds to the new destination when the new destination identifying mode is implemented. Mitchell, Ward, and Colella, or any combination thereof, do not show the new destination identifying mode since the foregoing prior arts lack to teach the satellite entertainment and security mode implementing system. The new destination identifying mode is completely foreign to the foregoing prior arts.

(5) Satisfying § 103 Requirements

Mitchell, Ward, and Colella, or any combination thereof, teach the transportation system which implements only the entertaining system, whereas the present invention introduces the transportation system which implements satellite entertainment and security mode implementing system. The transportation system described in the present invention provides security to the passenger(s) thereof in addition to entertainment by the satellite entertainment and security mode implementing system. Since the 9.11 incident occurred in the year 2001, the passenger(s) can not avoid feeling insecure because the same incident may occur at any time again, and therefore, the passenger(s) are not in the emotional environment to enjoy the entertaining system unless the safety of the transportation system is secured. By implementing the present invention, the passenger(s) are capable to fully enjoy the entertaining system since the safety of the transportation system is secured by the onboard control command nullifying mode and the new destination identifying mode implemented by the satellite entertainment and security mode implementing system in case the transportation system is taken over by terrorists. Here, the onboard control

command nullifying mode nullifies the onboard control command indicating to control the transportation system, and new destination is automatically identified and the transportation system proceeds to the new destination when the new destination identifying mode is implemented. Since the passenger(s) are capable to fully enjoy the entertaining system by having their safety being secured by the satellite entertainment and security mode implementing system, the transportation system implementing the present invention is more attractive to travelers, and therefore the owner of the transportation system may successfully increase business profit by having more travelers to utilize the transportation system. The foregoing advantage is new and unexpected result over Mitchell, Ward, and Colella, or any combination thereof, and therefore, claim 16 is unobvious and patentable under § 103.

Moreover, Mitchell, Ward, and Colella, or any combination thereof, do not provide any motivation or suggestion of the combination of the satellite entertainment mode and the satellite security mode, wherein when the satellite external entertainment and security wireless signal communicating system receives the satellite off-board wireless security controlling signal from satellite while the satellite security mode is implemented, the onboard control command nullifying mode and the new destination identifying mode are implemented. Therefore claim 16 is unobvious and patentable under § 103.

In addition, since the transportation system is controlled by the satellite off-board wireless security controlling signal received from satellite, the safety of the

transportation system is remotely secured even though the transportation system is far off the land and not capable to communicate with ground base stations. The transportation system being capable to be remotely secured by the satellite off-board wireless security controlling signal received from satellite indicates the enhanced security of the transportation system, and the more the security is enhanced, the more travelers are motivated to utilize the transportation system with the entertaining system installed therein, which leads to much more increased business profit to the owner of the transportation system. The foregoing advantage cannot be provided by Mitchell, Ward, and Colella, or any combination thereof, and therefore, claim 16 is unobvious and patentable under § 103.

(6) Misc.

For the avoidance of doubt, the present claim does not exclude the transportation system being remotely controlled by signal received from device other than satellite (e.g., ground station).

Dependent Claims 17 through 28

New dependent claims 17 through 28 incorporate all the subject matter of the corresponding independent claim and add additional subject matter which makes them a fortiori and independently patentable over the prior arts.

Claim 17 additionally recites that the onboard control command nullifying mode is cancelled when the external entertainment and security wireless signal communicating system receives the off-board wireless security canceling signal which indicates to cancel the onboard control command nullifying mode. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 18 additionally recites that the external entertainment and security wireless signal communicating system receives a series of TV program data, wherein the series of TV program data are output in the transportation system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 19 additionally recites that any onboard control command indicating to disengage the onboard control command nullifying mode is nullified when the security mode is implemented under the control of the entertainment and security mode implementing system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 20 additionally recites that the transportation system automatically alters its course to avoid colliding to obstacle when the security mode is implemented under the control of the entertainment and security mode implementing system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 21 additionally recites that the onboard control command nullifying mode is cancelled when the satellite external entertainment and security wireless

signal communicating system receives the satellite off-board wireless security canceling signal which indicates to cancel the onboard control command nullifying mode. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 22 additionally recites that the satellite external entertainment and security wireless signal communicating system receives a series of TV program data, wherein the series of TV program data are output in the transportation system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 23 additionally recites that any onboard control command indicating to disengage the onboard control command nullifying mode is nullified when the satellite security mode is implemented under the control of the satellite entertainment and security mode implementing system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 24 additionally recites that the transportation system automatically alters its course to avoid colliding to obstacle when the satellite security mode is implemented under the control of the satellite entertainment and security mode implementing system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 25 additionally recites that the onboard control command nullifying mode is cancelled when the satellite external entertainment and security wireless

signal communicating system receives the satellite off-board wireless security canceling signal which indicates to cancel the onboard control command nullifying mode. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 26 additionally recites that the satellite external entertainment and security wireless signal communicating system receives a series of TV program data, wherein the series of TV program data are output in the transportation system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 27 additionally recites that any onboard control command indicating to disengage the onboard control command nullifying mode is nullified when the satellite security mode is implemented under the control of the satellite entertainment and security mode implementing system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Claim 28 additionally recites that the transportation system automatically alters its course to avoid colliding to obstacle when the satellite security mode is implemented under the control of the satellite entertainment and security mode implementing system. This is entirely foreign to Mitchell, Ward, and Colella, or any combination thereof.

Conclusion

For all of the above reasons, applicant submits that the abstract is now in proper form, and that the claims all define patentably over the prior art. Therefore, applicant submits that this application is now in condition for allowance, which action applicant respectfully solicits.

Conditional Request Constructive Assistance

Applicant has amended the abstract and the claims so that they are proper, definite, and define novel structure which is also unobvious. If, for any reason this application is not believed to be in full condition for allowance, applicant respectfully requests the constructive assistance and suggestions of the Examiner pursuant to M.P.E.P. § 2173.02 and § 707.07(j) in order that applicant can place this application in allowable condition as soon as possible and without the need for further proceedings.

Applicant has no intent, by submitting this amendment, (1) to narrow the scope of any claim nor (2) to surrender any equivalent of any element included in the claims. No new matter is added by this amendment.